

**MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
REGIONAL GOVERNANCE TASK FORCE MEETING**

November 1, 2001
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

*Mayor Skip Rimsza, Phoenix, Chairman
* Mayor Ron Drake, Avondale
*Mayor Roy Delgado, El Mirage
* Ed Beasley, Glendale
Stephen Cleveland, Goodyear
Mayor J. Woodfin Thomas, Litchfield Park

Mayor Keno Hawker, Mesa
Tom Martinsen, Paradise Valley
Mayor Wendy Feldman-Kerr, Queen Creek
Jan Dolan, Scottsdale
Bill Pupo, Surprise (via videoconference)

*Not present.

1. **Call to Order**

The meeting of the Regional Governance Task Force was called to order by Acting Chairman Keno Hawker at 11:50 a.m. Mr. Pupo joined the meeting via videoconference, which was broadcast in the Saguaro Room and Mr. Pupo's location both vocally and visually.

2. **Approval of October 10, 2001 Meeting Minutes**

Acting Chairman Hawker asked for a motion to approve the October 10, 2001 meeting minutes. Stephen Cleveland moved, Mayor Wendy Feldman-Kerr seconded, and the motion carried unanimously.

3. **Review of Draft Final Options**

Acting Chairman Hawker stated that the goal of the meeting was to refine the recommendations to take to the Management Committee and Regional Council.

Stephen Cleveland reviewed some suggested revisions he composed for the draft Membership Options. Under Option #1, he added the category, "Regional Council membership does not change." Mr. Cleveland stated that he also added a section "Regional Council," which outlined responsibilities retained by the full Regional Council. Mr. Cleveland noted changes to the "Regional Town Hall" section, which included adding participation by environmental, citizens and interested governments outside of Maricopa County, who would be invited to attend. He stated that the idea is to be more inclusive. Mr. Cleveland stated that he had struck out Regional Council responsibilities in the "Expanded Executive Committee" section, for clarification of their stand alone responsibilities. He stated that he added representation of the Indian Communities to the Executive Committee. Mr. Cleveland mentioned that there may need to be discussion on the role of CTOC.

Mr. Cleveland stated that under the "Regional Council" section on page A-4 he added "Adoption of Regional Vision" and the "9-1-1 System Audit." Mr. Cleveland stated that he added "Administrivia" concept to the Executive Committee responsibilities. He stated that Elderly Mobility and Public Input Oversight could be added as standing MAG committees. Mr. Cleveland stated that there would be costs associated with adding these committees, and a projection on these costs by MAG staff would be needed.

Mr. Cleveland stated that clarification of recommendations to the next level by the Regional Council Transportation Subcommittee is needed. He stated that an organizational chart showing functional relationships and authorities would clarify the authorities.

Mr. Cleveland provided copies of the existing MAG committee structure, the TEA-21 enhancements and a matrix on the committees and their representation, grouped by policy and technical makeup. If the desire is to add other organizations, it would be helpful to show where representation is at today. Mr. Cleveland explained the total column would address proportionality and help in determining proper representation. Mr. Cleveland referred to the MAG Committee Reporting matrix that he drafted. He explained that the matrix reports relationships by activity, whether the committee recommends, approves, or ratifies.

Mr. Cleveland stated that in Option #1, the Regional Council would adopt the 20-year long range plan and the Executive Committee would adopt the five-year Transportation Improvement Plan. He noted that the authority for approval of amendments to the TIP also needs determination. Mr. Cleveland stated that appropriate allocation of authority and possible creation of conflicts needs careful consideration. Mr. Cleveland stated that the Executive Committee might be the recommender rather than as the adopter of the plans, or vice versa. The key relationships need to be discussed. Understanding the relationships is important to establish before taking forward to the Regional Council.

Mr. Parr asked if there was a consensus to move forward on Option #1 and take the other two options off the table before having a detailed discussion about Option #1.

Acting Chairman Hawker stated that a detailed framework will help the Regional Council understand that it is a well thought out plan. He stated that he liked the matrix format and it could be beneficial to that understanding. Acting Chairman Hawker stated that it needed to be determined that changes would take place whether there was a ballot initiative or not.

Mayor Feldman-Kerr agreed with taking Option #2 and Option #3 off the table. She stated that the business community indicated that they did not feel it necessary to be on the Regional Council, and that it was more important to participate at the committee level and Town Halls. Acting Chairman Hawker asked if there were comments on taking Option #2 and Option #3 off the table.

Mayor Woody Thomas stated that he agreed with taking Option #2 off the table, and noted that Option #3 that had some merit, however, discussion on that option could be extraneous at this time.

Acting Chairman Hawker stated that with Option #3, if the movement prevails to establish an elected board, MAG would have to be in it anyway, because the agency that does the land use planning is integral. He stated that he was in favor of moving forward with enhancements to Option #1 and taking Option #2 and Option #3 off the table. Mayor Feldman-Kerr stated that the Task Force could commit

as a committee to come back and work together if a separate body was created. She stated that MAG's examination of itself may be viewed as a positive step by the Governor and, thus a separate board may not need to be created.

Tom Martinsen asked the status of the concept of consolidating MAG and RPTA? Acting Chairman Hawker stated that discussion of that would fall under "Transit Integration Options." Dennis Smith stated that this option included taking the long range transit planning into MAG to create more integration with other modes, and setting up a transit committee. He stated that Mayor Rimsza has indicated that reorganizing RPTA does not need examination until preparation for the vote.

Mr. Martinsen stated that he envisioned RPTA as a subset of MAG. The Board could remain the same, but the organizations should be consolidated. Mr. Martinsen expressed that he did not agree with just separating out the transit planning functions and merging them into MAG, and leaving operations at RPTA. Mr. Bourey stated that discussion of RPTA would be more appropriate under "Transit Integration Options." Acting Chairman Hawker brought up that depending on how things were set up, those on the board may want to sit on the Regional Council.

Mayor Thomas stated that Option #1 stated that the Regional Council would not be expanded. In that case, would RPTA be a subset or sit at the table? He expressed that he thought it would be imperative to have RPTA at the table. Acting Chairman Hawker stated that some blending may be needed as discussion proceeds.

Mr. Pupo stated that he favored eliminating Option #2 and Option #3 and using Option #1 as a base. He stated his agreement with Mr. Martinsen on RPTA as a subset of MAG. Mr. Pupo expressed that MAG did a commendable job on the contingency planning forum. He suggested future discussion on adding a technical subcommittee for emergency planning, because there is a lack of coordination in regional emergency planning.

Mr. Cleveland stated that he thought this was an excellent idea. He commented on whether the existing 9-1-1 Technical Subcommittee should stand alone or interact with other emergency areas. Mr. Cleveland stated that if it is determined that the business community does not need to be at the Regional Council level but does need to be involved, then it needs to be determined how to expand the technical advisory committees and the Executive Committee to take on more accountability. Define the functions and activities first and then how much can be transferred from the Regional Council to these other committees.

Mayor Feldman-Kerr moved to take Option #2 and Option #3 off the table and concentrate efforts on Option #1. Mayor Thomas seconded, and the motion carried unanimously.

Mayor Thomas asked if changes to the MAG By-laws would be required under Option #1? Mr. Bourey replied that they would. Mayor Thomas asked about the process envisioned to appoint representatives to MAG committees? Mr. Bourey explained that first, appropriate groups would be identified, after which appointments to the committees are made by the Chair of the Regional Council. A strategic approach by the Regional Council and the Executive Committee would need to be discussed. Mr. Parr stated that rather than identifying a particular group, identifying the appropriate articulate spokesperson could be more effective.

Acting Chairman Hawker suggested going down the list in Option #1 and discussing each key point. Mayor Feldman-Kerr suggested discussion in the following order as a starting point: 1) Regional Council makeup; 2) Expanded Executive Committee; 3) Regional Town Hall; 4) Expansion of MAG Committees; 5) Expanded Regional Council Transportation Subcommittee.

Mr. Parr noted that action needed to be taken on the other options while there was a quorum. Mr. Smith provided a review of "Transit Integration Options." Mr. Smith explained that funding that is currently being provided to RPTA for long range transit planning would remain in MAG for the next fiscal year budget. The RPTA issue would not be examined until the election becomes more firm and a structure is needed to provide to the voters. Mr. Smith stated that a transit advisory committee would be formed at MAG. He explained that concept is to bring transit planning into MAG for better integration with other modes of transportation.

Mayor Feldman-Kerr asked if feedback had been received from RPTA on transit integration? Mr. Smith replied this option doesn't do that. The option is based on models that say there needs to be an operating group that will be an advocate for transit operations. Mr. Smith stated that this option says that transit planning needs to be at MAG. Mayor Feldman-Kerr asked about the impact to RPTA if transit planning funding were taken away. Mr. Smith explained that the transit planning funding comes from MAG. It is \$250,000 and represents a small portion of the RPTA budget. He added that RPTA does not sunset if the sales tax is not extended, only their current funding source sunsets. Their operational functions will still be needed.

Mr. Cleveland asked if a new advisory transit planning committee would need to be created? Mr. Smith replied that was correct. Mr. Cleveland stated his support that because of the need to integrate transportation with land use planning.

Mr. Martinsen reiterated that he fully supported continuing the RPTA Board. He stated that he supported combining staff if the functions are consolidated. The RPTA board is made up of MAG members, anyway.

Acting Chairman Hawker asked if RPTA has substantial funding, wouldn't that warrant them having their own organization to manage it? Mr. Smith explained that Mayor Rimsza felt that there would be enough meaningful activity in the future that could be fulfilled by RPTA to support their own organization.

Mr. Cleveland asked the number of planning and operations staff in RPTA. Bryan Jungwirth, RPTA, replied that there are approximately five planning staff and eight operational staff. He added that RPTA does not have a large staff because they contract out. Mr. Cleveland asked the general feeling at RPTA about placing transit planning into MAG. Mr. Jungwirth answered that he could not comment because the RPTA Board had not yet discussed the issue. He mentioned that this issue would be discussed at the RPTA Board retreat on November 14, 2001. Mr. Cleveland asked if there would be some benefit to having a transit planning committee under the MAG umbrella. Mr. Jungwirth replied that this was attempted before, and some of the cities were reluctant. He stated that RPTA is a "pay to play" type organization, and even those who do not dedicate funding can still be represented under the VMOS staff, so the cities felt that existing process was well set up. Mr. Jungwirth noted that RPTA is a government, and putting it into a non-profit organization may be problematic. He stated that he could

see some benefit in integrating transit into the land use planning process. Mr. Cleveland stated that even if MAG and RPTA were not integrated, there could still be a transit planning committee.

Mayor Thomas moved to adopt Option #2 of Transit Integration Options. Acting Chairman Hawker seconded, and the motion carried unanimously.

Mayor Thomas commented that Option #2 was almost the same as Option #1, with more enhancement.

Mr. Parr stated that the third area for discussion was the "Geographic Extent of the Region." Mr. Bourey stated that this section had two different options for extending the region, which could be cities and/or counties. Mr. Bourey stated that Option #1 was nonvoting participation in MAG, similar to the current status of Apache Junction. Option #2 would be to add voting members, as appropriate. Mr. Bourey explained that Option #2 would happen over time. Presently, it doesn't make sense for Casa Grande to be a member, but it does for Apache Junction. Mr. Bourey stated that Option #2 would require changes to the By-laws. He noted that both options are voluntary, and would not preclude an agency from sitting on any other COG.

Mayor Thomas stated that Option #2 mentioned "potentially." He stated that he could understand including Apache Junction, but the other cities are far out and not part of the planning process yet. Mr. Martinsen asked if membership would make those agencies eligible for funding? Mr. Bourey stated that Apache Junction is a part of the urbanized area from an MPO perspective, and MAG receives funds based on their population, so they are eligible for some of those funds. Mr. Martinsen asked if adding members would dilute funding available to current MAG members and what would be gained by adding them? Mr. Bourey replied that there would not be dilution of funding. If they are eligible there could be an amount of increased funding that might be achieved.

Acting Chairman Hawker asked if there would be a tendency to direct funds toward those outlying areas to bring them up to the standards of more metropolitan cities? Mr. Bourey explained that projects are ranked by CMAQ system. One area would not necessarily be favored over the rest of the region.

Acting Chairman Hawker asked if Pinal County had expressed their thoughts or opinions? Mr. Bourey stated that at the last joint Governance Task Force/Advisory Committee meeting, concerns were expressed about combining their population with MAG's to identify the overall pot of money. He indicated that there may be interest in keeping that separate. Mr. Bourey mentioned that they would be in a voluntary situation to join or not join.

Mayor Thomas asked who is the ruling authority to say they are a part of the nonattainment area and part of the MPO, using Apache Junction as an example? Mr. Smith stated that Apache Junction is part of the urbanized area of population as determined by the census. EPA determined the PM-10 nonattainment boundary. Mayor Thomas asked if this could be rephrased to say that only those communities determined by this process could be given a seat at the table? Mr. Smith stated that as the urbanized area goes into Pinal County, it is not automatic that this funding would go into MAG. He explained that Federal law requires that federal money must be spent in the urbanized area, so the funding might be given to CAAG instead of MAG.

Mr. Pupo asked what would be the level of cooperation of other communities if Option #1 were chosen instead of Option #2? Mayor Feldman-Kerr stated that Supervisor Smith from Pinal County made it very clear that they may like the money to go through CAAG. With that in mind, a nonvoting membership, if they knew that would enhance communication, and enable planning, they would be more agreeable, but if they got a vote, and then were told they have no control over where the money would be spent, they might not want that vote.

Mr. Bourey stated that Mayor Douglas Coleman of Apache Junction has made it clear that they want voting membership, which is different from those communities not contiguous and urbanized. Mayor Feldman-Kerr stated that she did not have a problem with Apache Junction voting, but anything that is not yet urbanized or is not contiguous should not be given a vote. Mayor Thomas stated if his suggested rephrased language was used and left open to a rolling process, membership discussion could take place on an as-it-occurs basis.

Acting Chairman Hawker asked what is the trigger for the urbanized area? Mr. Bourey replied that he thought that the Regional Council would need to determine what would be considered as an expansion of the urbanized area. Acting Chairman Hawker asked by what definition would they be invited, by a standard or on a case-by-case basis? Mr. Bourey responded that some MAG cities are not a part of the nonattainment area. The best criteria would be the contiguous urbanized area as approved by the Regional Council. Mr. Smith noted that federal law says you need to involve the Governor's office to change MAG's boundary. Acting Chairman Hawker stated that the group felt that adding Apache Junction as a voting member was all right. He asked staff to explore the technical ramifications of membership beyond them.

Maxine Leather, CAAG Executive Director, requested that MAG attend a CAAG Regional Council meeting to explain the boundary expansion process. She explained that there is much confusion in their agency about this. Acting Chairman Hawker stated that he, Mayor Feldman-Kerr and MAG staff would appreciate the opportunity to address the CAAG Regional Council.

Acting Chairman Hawker moved to endorse extending membership to the contiguous urbanized area, with further review of how that could take place. Mayor Feldman-Kerr seconded, and the motion carried unanimously. Mr. Pupo left the meeting.

Mayor Thomas stated that in the past, MAG has voluntarily met with CAAG, and this could be made a part of the ongoing process to ensure continuous communication.

Mr. Bourey stated that the Task Force was interested in identifying how to proceed with the principles of "Land Use Integration." This would include establishing a Land Use Committee. Acting Chairman Hawker supported working through more detail on the ramifications before bringing to the Regional Council.

Mr. Bourey stated that Mayor Hawker, Mayor Feldman-Kerr, Mr. Cleveland and Ms. Dolan had expressed interest in working on this. Mr. Parr stated that he would like to meet with them to flesh out the option before bringing it forward.

Mr. Cleveland encouraged more procedural steps that trigger the MAG review process, from presenting the project, review, feedback, and leaving the local process decision open to public

disclosure of the consequences on the regional infrastructure and how that cost is going to be addressed. He stated that the key is creating the community dialogue that a certain project has impacts on regional infrastructure and recognition that these costs need to be borne by someone. Just having the dialogue necessitates the realization that the region is impacted by an action and how a discussion could occur with the affected parties. Mr. Cleveland gave as example, on page B-4, clarification is needed as to approval of a wastewater plant that is not currently in the 208 plan and has these kinds of ramifications. Mr. Cleveland stated that a 208 amendment could be approved and then it is discovered that the TIP is severely underfunded. That could have a ripple effect into the regional transportation effort. The Regional Council, with a vision like the Mile High Compact, will begin to grapple with the greater good, the air quality impacts, etc. It is important to have the data so the jurisdictions can work with the developer to determine how they are going to solve the problem.

Mr. Bourey asked if the Task Force felt they would need to meet as a whole again. He noted that November 29th was the next date on the meeting schedule. Acting Chairman Hawker added that this would allow inclusion of the November 14th RPTA Board comments.

Mr. Cleveland requested that staff come back with options and fill in the blanks on the current MAG membership at all levels of the organization. Describe what new membership and new committees could be added to MAG, what the current functions at each level, and what new functions could be added. Showing the before and after is important in defining the option, getting clarity for that option. Also, about from a phasing perspective, determine which needs to be done at which level.

Mr. Bourey stated that this could be approached with a conceptual standpoint, but an analysis of the committee structure would take several weeks, if not months. He noted that, in addition, others would need to be involved in the process of reviewing the committees.

Acting Chairman Hawker stated that the expanded Transportation Subcommittee could serve as a somewhat of a framework. He stated that without numbers it would be difficult to say who would be brought into the process. Mr. Martinsen left the meeting.

Discussion resumed on Membership Option #1. Acting Chairman Hawker asked for comments on Regional Council makeup. Mayor Feldman-Kerr stated that the current Regional Council membership would not change, but discussion is needed in regard to Apache Junction as a voting member. Mayor Feldman-Kerr stated that in regard to points brought up by Mr. Cleveland, the actual responsibilities of the full Regional Council needs discussion.

Acting Chairman Hawker asked for comments on the Expanded Executive Committee. Mayor Thomas asked for clarification on the number representatives that could serve from the City of Phoenix. Mr. Bourey replied that only one representative could serve at a time. He explained that if an officer was from the City of Phoenix, there would be an additional at-large member. Mayor Feldman-Kerr asked if the line "Phoenix as the central city" could be deleted. Mr. Bourey replied that it couldn't, because it is very specific that Phoenix would always be included. Mr. Cleveland suggested changing the language to state there would be three at-large seats, plus one additional at-large seat if the City of Phoenix was also an officer. Mayor Thomas stated that "If the Phoenix representative is an officer, then another at-large member would be elected," could be another bullet. Mayor Feldman-Kerr suggested incorporating "Phoenix as the central city" into that.

Mayor Thomas commented on CTOC membership on the Executive Committee. Acting Chairman Hawker mentioned that because the Executive Committee deals with a broad spectrum of issues and CTOC votes only on regional freeway issues, their participation would not be appropriate.

Acting Chairman Hawker asked Mr. Cleveland about his suggestion for representation by the Indian Communities. Mr. Cleveland stated that by creating a seat, it would encourage their participation. Mr. Bourey stated that there has been pretty good participation from Gila River Indian Community. He noted that there is a fundamental problem with attendance by the Salt River Pima Maricopa Indian Community because they hold their Tribal Council meetings at the same time as Regional Council meetings. Mr. Bourey recommended not creating a special category, but encouraging them to participate. He noted that they could be elected as an at-large member. Mr. Bourey mentioned that large cities may not be on the Executive Committee in an effort to include an Indian Community that is much smaller in population. Acting Chairman Hawker noted that there was a consensus not to add the Indian Communities as a special group.

Acting Chairman Hawker stated that like the small, medium, and large community concept because it will help eliminate geographic conflicts. Mr. Cleveland stated that there is an equity element with three at-large representatives.

Mr. Bourey stated that there are two ways the Executive Committee could be elected: 1) The entire Regional Council could vote on this slate. 2) The small communities could vote for the small community representative, the medium communities could vote for the medium community representative, and the large communities for the large community representative. He noted that this is open for discussion.

Mr. Cleveland stated that he would like a hybrid where small, medium, and large community would select from within their own group, therefore, they could hold that representative accountable. The three at-large seats would be open to the entire Regional Council, with balance kept in mind. He stated that the Regional Council would also elect the officers. Mr. Cleveland stated that language "Chosen in a number of ways," be changed to "Chosen by the respective group representative."

Mayor Feldman-Kerr stated that the role of the expanded Executive Committee and what would be ratified by the Regional Council needs to be defined. Mr. Cleveland stated that comes back to preparing the functions, activities, and assignments on the matrix. Mayor Thomas commented that another issue would be whether an amendment was significant or minor. Mr. Cleveland encouraged staff in a hierarchical sense, what are the controlling documents and what are the subordinated documents to that. Is the TIP an operational plan or a governing policy plan? What are amendments in relation to that? That will determine how much authority the Regional Council will want to delegate to the Executive Committee. This could affect how open the process is perceived to be.

Acting Chairman Hawker suggested empowering the Executive Committee and have them become more fully engaged in the discussion. He stated that staff intensive training sessions will help representatives be more educated about issues. Acting Chairman Hawker stated that it is difficult to have substitutes who are not as well informed coming to the Regional Council meeting making decisions.

Mr. Parr suggested that for the November 29th meeting in terms of committees and process questions that the focus be on the transportation issues, to test the ideas. Otherwise critical issues could get bogged down in minutia.

Mr. Cleveland stated that within the committee structure process, he envisioned who will be these committees and in what category, then identifying the gaping holes where business interests are not being filled. The purpose of this exercise is to recognize that appropriate interests are represented, and is anyone disenfranchised? Mr. Cleveland stated that the Task Force is not the group to identify who will be appropriate representation. At this point, changes to committee function are not needed, but the representation could be broadened. Mr. Cleveland added that staff will need to report on the budget implications, because there will be a cost to adding committees. At the moment, cost should not be the consideration, we just need to know how much and how valuable is that activity in relation to that cost. Some decisions need to be made at this level, and some at the Regional Council level. Phasing is what the Task Force should be recommending.

Mr. Bourey expressed caution that an expanded Executive Committee and delegation of authority are key components to get a more accountable group, especially in the minds of state legislators. That is a major step they are going to be looking for, and it can't wait for many months.

Mayor Feldman-Kerr suggested that the Regional Town Hall be a semi-annual event. The first Town Hall would be idea gathering and the second Town Hall would be a follow up to see how we did. She stated that if a public input committee were added, that committee could put the invitee list together and work with MAG staff. Acting Chairman Hawker noted that cost considerations would be needed on this also. He expressed concern with an invitee list announcement being posted as a public forum. He commented that how this would be structured, who sets the parameters, and what you want to accomplish needs to be determined. Mayor Feldman-Kerr stated that she envisioned it would be by invitation only, not an open forum.

Discussion began on "Expansion of MAG Committees." Mayor Thomas asked for clarification of a Public Input Committee. Mr. Cleveland stated that MAG is constantly confronted with dissatisfaction in the processing of public input. In fairness to staff, that needs examination. Is a working advisory or policy committee needed to help determine how to get public input? Even though each year, staff has done a better job, not everyone will be satisfied.

Mr. Bourey stated that there are only two people who have said their input isn't being reflected. No one else has said that. He expressed caution in taking extreme action to satisfy two people who will never be satisfied, anyway. Mayor Feldman-Kerr stated that is why she suggested that committee could help prepare the invitee list for the Town Hall. Then if citizens want to complain, they complain to that committee.

Discussion moved to the "Expanded Regional Council Transportation Subcommittee." Acting Chairman Hawker stated that by empowering this committee so that there could not be an override at the MAG level would accomplish a lot. This will be a key committee if the membership of the Regional Council is not changed. Mr. Bourey stated that ratification or not would be a first step. He noted that the need is to have a safeguard for overriding what the committee did, such as a 2/3 majority. Otherwise, the committee could hamstring air quality conformity, etc. Mr. Bourey stated that staff could draft some options for discussion.

Mr. Cleveland, referring to the first paragraph on page A-7 of his document, commented on needing clarification as to whether responsibilities are increased, that the Subcommittee currently doesn't have right to do? This comes back to matrices and functionality. Are these being transferred from another body? Mr. Cleveland stated that an open process is needed so people don't harbor bad feeling about change. Mr. Bourey stated that presently, the Transportation Subcommittee does not take action on many issues. Mr. Cleveland asked if this is the committee that could have the greatest accountability where business would have a meaningful amount of say? Would there be a series of technical advisory committees with a variety of interests, which would ultimately come back to the Transportation Subcommittee? Mr. Cleveland asked if this differed from the current Transportation Subcommittee structure? Mr. Bourey replied that was correct. Mr. Smith stated that this concept doesn't take away responsibilities of other groups. Recommendations would come from this expanded group. Mr. Cleveland stated that they could be protectors of the Regional Transportation Plan to make sure the vision is being implemented

Mayor Thomas stated that in the past, MAG has been blamed for actions taken by Governor's Transportation Oversight Committee. Mr. Smith stated that due to bad revenue projections, then Governor Symington took a number of projects off the map, including the Paradise Freeway, Estrella Freeway, and Grand Avenue. The Regional Council then approved what the Governor wanted. MAG was able to put projects back on the plan when Eric Anderson conducted an analysis that showed the revenue projections were too conservative. Mayor Thomas asked whether putting legislators on the Executive Committee was cause for concern? Mr. Bourey replied that by having them a part of the process, they will learn and become supportive.

Mr. Cleveland commented including CTOC on the Transportation Subcommittee, because they report to the Legislature? Mr. Parr asked if language needed to be revised this to mention freight, aviation, etc? It was agreed to add the language. Mr. Bourey noted that the Transportation Subcommittee would need to be renamed because their membership would differ from the Regional Council. Mr. Cleveland suggested including "Policy" to denote authority.

Acting Chairman Hawker expressed appreciation to Mr. Cleveland for the matrix, which will be helpful. He stated that the next meeting will be November 29, 2001 at 11:30 a.m. He stated that the Land Use Integration group will meet prior to the meeting on November 29th.

Mr. Bourey stated that an update on Governance will be given at the Management Committee meeting on November 21st, and could be discussed at the Management Committee retreat on November 30th. He stated that the report is due in December and will be discussed at the Regional Council meeting on December 12th and the Regional Council retreat in January. Acting Chairman Hawker noted that a matrix will be needed on the Transportation Subcommittee.

There being no further business, the meeting adjourned at 1:45 p.m.

Chairman

Secretary